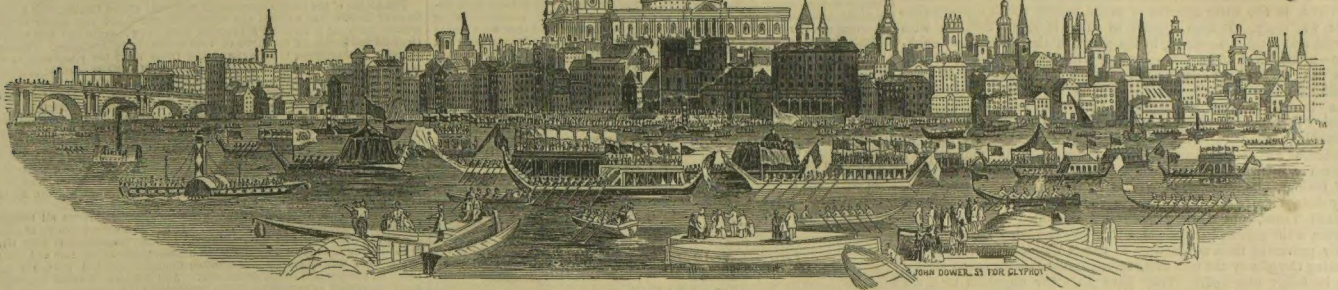


THE ILLUSTRATED LONDON NEWS



No. 516.—VOL. XIX.]

FOR THE WEEK ENDING SATURDAY, SEPTEMBER 13, 1851.

[SIXPENCE.]

THE INVASION OF CUBA.

THE Western World is in a ferment. A captain of banditti, one General Lopez, the same pirate or buccaneer who some time ago invaded Cuba with a band of congenial spirits, composed of the refuse of the American Union, and who, upon that occasion, unfortunately escaped with his life, has repeated his achievement, and landed in Cuba at the head of a force, which is variously estimated at from 500 to 700 men. Anticipating support from a revolutionary party supposed to exist in the island, and being provided with means and men by certain persons in the slave-holding states of the Union, Lopez has for many months been preparing for his enterprise. He and his followers and abettors made no secret of their intentions. A regular enlistment was organised at New York, New Orleans, and in other cities of the Union, and money was raised by means of bonds payable upon the conquest and annexation of Cuba, which illegal securities were as openly bought and sold as railway or dock shares in the markets of the Union. Nothing similar has been known in the world since the days when the Norwegian Kings set out on piratical expeditions to the more favoured climates of the south, to harry and to pillage, carrying fire and sword, and delivering up whole countries to the plunder of their buccaneers.

The American Government, as on the occasion of the previous enterprise of Lopez and his desperadoes, denounced

the proceeding, and warned those who embarked in it that they would forfeit all right to the protection of the law, and that they were, and would be considered pirates. It told them plainly that they were mere robbers and murderers, and that the Cuban authorities would be justified in treating them accordingly. The warning was unheeded. Supported by the lax public opinion of the immoral and slave-holding South, and incited, not alone by the love of plunder, but by the very greatness of the attempt, which only required success to become immortal in history, Lopez and his men made their descent upon the peaceful and unoffending Cubans. By this time it is probable that not one of the band is left alive to tell the tale of what befell them. The authentic intelligence which has reached the Spanish Embassy in London, leads us to believe that they have fallen victims either to the summary vengeance of the outraged people of Cuba, or to the equally summary and inexorable process of military law. However this may be, fifty of them, caught apart from their comrades, or con-rogues, have been publicly executed by the Spanish authorities, in the great square of the Havanna, under circumstances which rendered the act peculiarly memorable, as well as awful. A large section of the slave-holding party and populace in the southern states of the Union choose to designate this act of severe justice as an act of murder and atrocity. They state that the blood of American citizens has been cruelly shed, and are loud in their outcry against the Spanish authorities, forgetting the provocation given, and

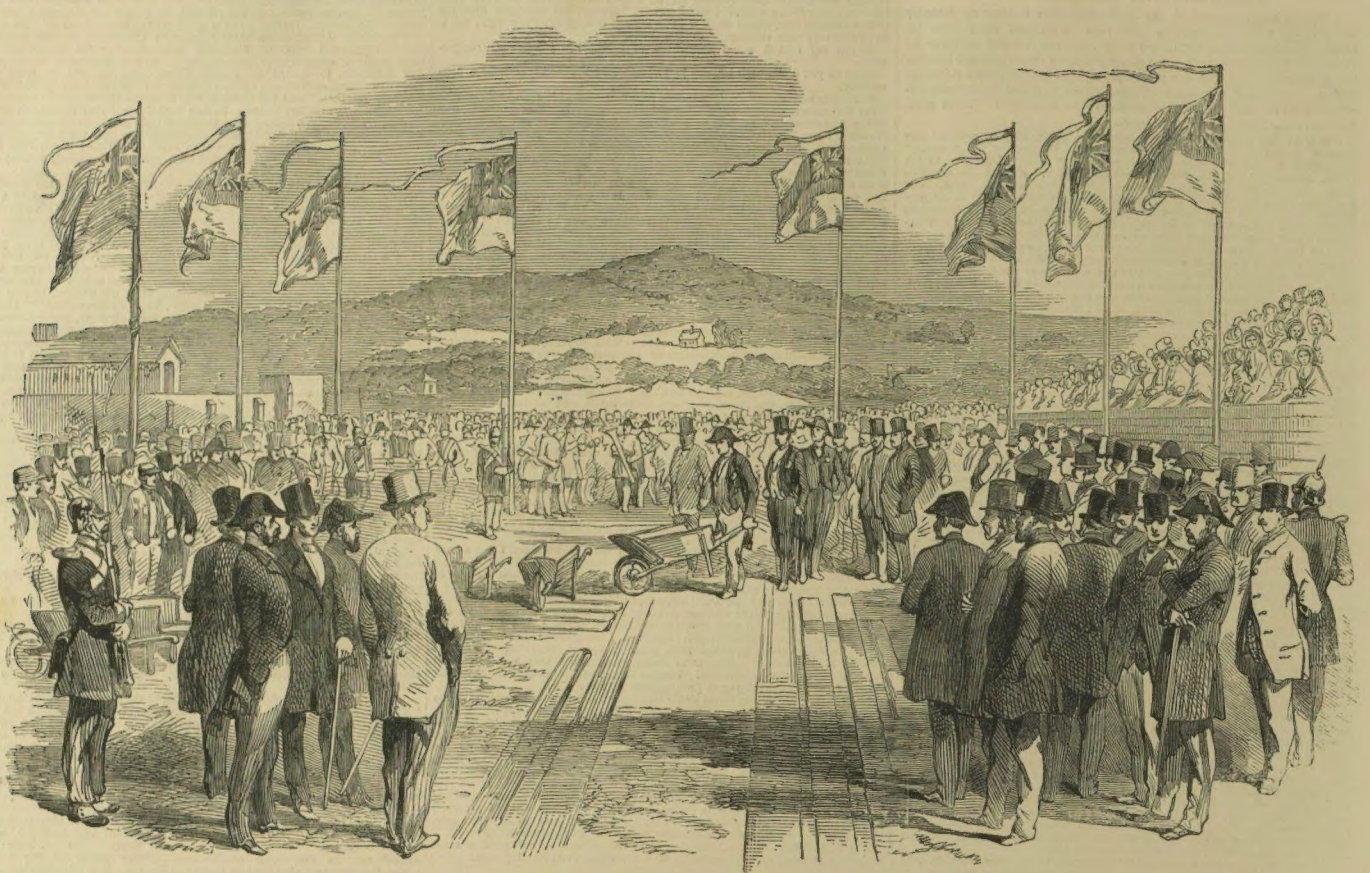
the slaughter which these fifty men and their comrades landed upon Cuba to commit. They appeal to every evil passion of the vilest mob, they incite animosity in public and in private, by meetings, by placards, by the press, and by all the agencies at the command of political agitators. The result is a perfect frenzy of ill-blood—a madness of the crowd—that has become contagious, and is rapidly spreading through the cities of the Union, infecting the middle and upper as well as the lower classes, and threatening the most dangerous consequences, not alone to the peace of the American continent, but to that of the whole civilised world. In the United States the central government is particularly weak, and the power of mob clamour particularly strong; and it is, unfortunately, but too probable that the fate of these fifty men—and in a still greater degree that of Lopez and his banditti, supposing them all to have perished—will appeal so strongly to the sympathies of the vast mass of the population in the hot South, as to urge the government, in spite of itself, to acts which may embroil the United States in a war with Spain. That such a war would be confined to these two belligerents, is not likely; indeed, it is scarcely possible. Whatever the Americans may think of the matter, Europe cannot, will not, and dare not allow Spain to be dismembered, to be robbed of her most precious possessions, and to fall a victim to the cupidity of the slaveholders of America. Great Britain could not hold aloof from such a struggle, unless she wished to be despoiled of



THE KAFFIR WAR.—DEFEAT OF THE TAMBOOKIES BY THE CAPE TROOPS, ON THE TABAUNTHAKO MOUNTAIN.—(SEE NEXT PAGE.)

[illegible]

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COMMENCEMENT OF THE NORWEGIAN RAILWAY AT CHRISTIANIA.

that contract I am called upon to act as arbitrator between the parties. This position involves great responsibilities, and would have been to me insufferable, had I not felt that both interests were actuated by the most honourable and liberal intentions. The Norwegian Government may rest assured that I am deeply sensible of the high trust which they have placed in my hands, and that it will be exercised, if occasion may require it, with the strictest impartiality. I may perhaps err in judgment, but my appreciation of the compliment they have thus paid me will always protect me from erring intentionally.

Mr. Frolich, a member of the corporation, then proposed "The health of the English capitalists, Messrs. Ricardo, Peto, and Brassey."

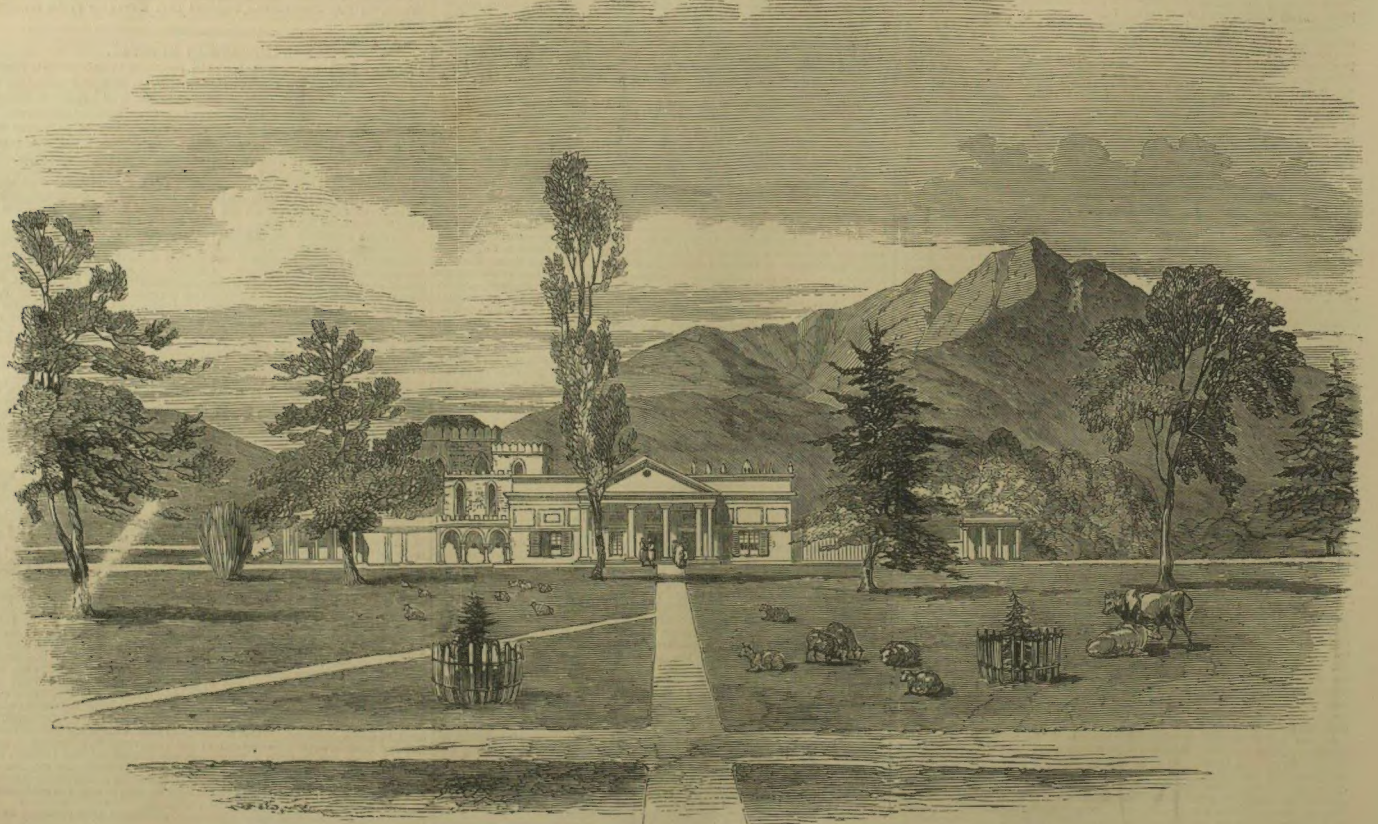
Mr. Peto replied in the following terms:—Gentlemen, in acknowledging the honour you have done my colleagues and myself, permit me to express my great regret, that one of them has been prevented the honour and pleasure of accepting your hospitality, by the necessity of his presence in Italy at the opening of a railway there; and that the other was compelled to remain in London by legislative engagements. The undertaking so auspiciously commenced to-day is fraught with benefit to your country and my own; it will in its completion place your fatherland a century in advance; it will develop your natural resources, and bring our nations into close contact; and though as capitalists we necessarily look to self-interest as the first motive in action, we are not insensible that there are other motives than mere money value. Our countries have

a common sympathy; you have a Sovereign whom you affectionately regard, who not only commands your loyalty but reigns through your love; you have a constitutional country, whose interests are entwined round your sympathies, and whose advancement is the mainspring of all your actions. We, too, have a Queen who reigns paramount in our devotion and regard. We, too, have a country and constitution whose well-being is our constant care; and we cannot forget there are historical incidents which bind us closely; and the cordial reciprocity of to-day makes me feel that the sentiments of your hearts are in unity with mine, and that, were they audibly expressed, your response would be, "We are not Norwegians, we would be Englishmen."

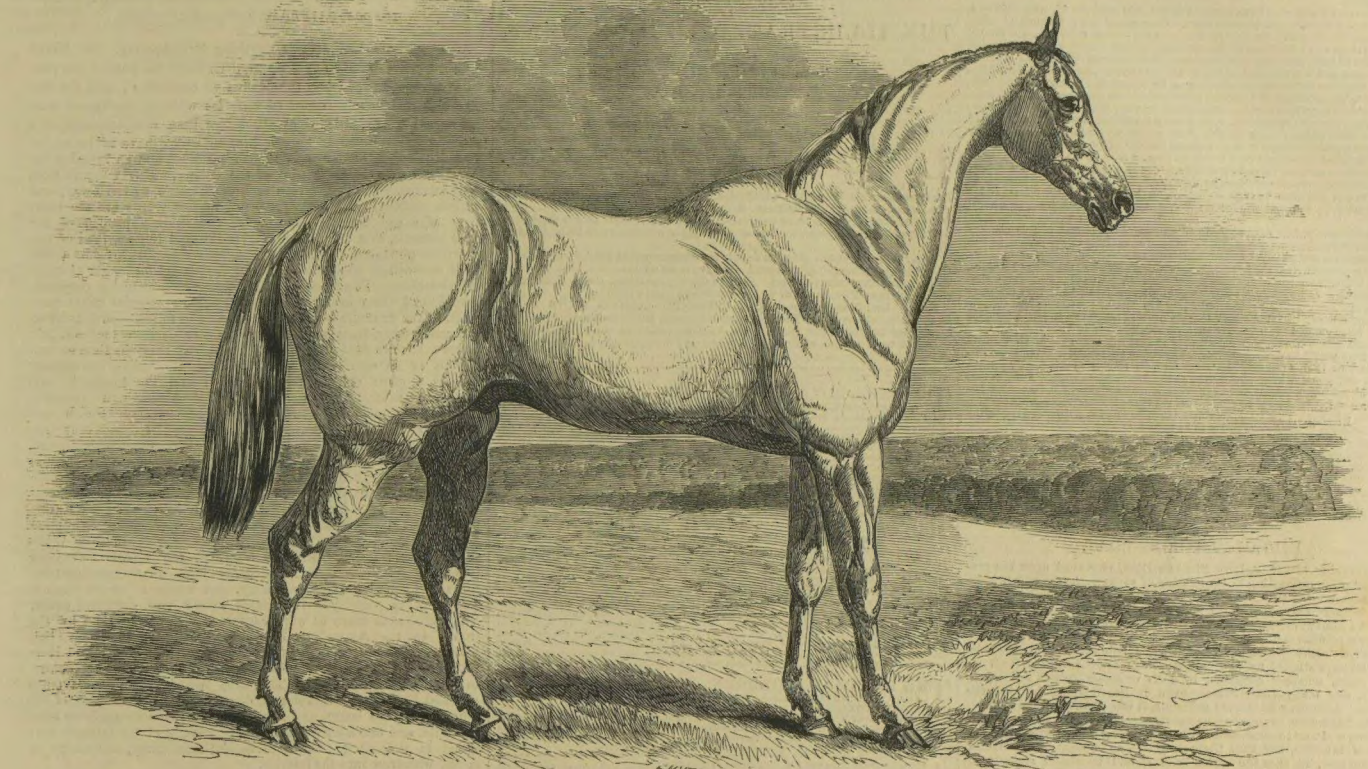
But unless a weekly communication be established, by means of steam-vessels, with London, our proceeding of to-day is but one step in advance. It is a movement the value of which will be but half felt. I see before me, if properly followed up, the practicability of placing the centre of Norway as near to our capital as was the city of Edinburgh before railways and steam-vessels were known; and if you place Christiania and London within 60 hours of one another weekly, for every 10 visitors you now have you will then have a hundred. Your Sovereign and your Storthing must feel that a direct instead of a circuitous traffic with us is all-important to our common interest, and then let me assure you that your splendid mountain scenery, your lovely lakes, your unique flora, your stupendous waterfalls, will bring all my pleasure-seeking countrymen, to whom the other

parts of the continent are a beaten track, to your shores. And it is not, commercially and politically, an object worthy your effort, and one I feel assured you will prosecute with all your native energy and intentness of purpose? In carrying out our engagements as capitalists, the parties we employ are those we have known and acted with for years. They will not supplant your industry by the introduction of others, but attempt rather to direct your own industry in the execution of those works than to seek foreign aid. And this undertaking, which will so ultimately promote your increase of capital and comfort, will, in its transition to completion, aid your industrious workmen. I should here do injustice to my own feelings, were I not to refer to the open, frank, and candid manner in which the capitalists have been met by your Government, and especially by the chief of the department of the Interior: he has not only given us his confidence, but commanded ours. We see, under his fostering care, not only the construction of new and splendid roads progressing in your country, but I found on my arrival a letter, showing how thoroughly all, even the minutest matters, have his judicious regard; he called my attention to the most practical and excellent suggestions, that all I had to do was thankfully to adopt them all.

The healths of Mr. Bidder, Sir T. Acland, and the Consul-General (Mr. Crowe) were then given and responded to, and the meeting shortly afterwards broke up.



THE RESIDENCE OF THE BRITISH ENVOY, AT KHATMANDHAM, NEPAL.—(SEE PRECISE PAGE.)



"TAM O' SHANTER," THE CRACK RACER OF BUENOS AYRES.

THE BUENOS AYRES AMATEUR RACES.

(From a Correspondent.)

WELL knowing the readiness with which you give space to "sporting intelligence" from all parts of the world, when British residents, remembering their national sports, succeed in adapting them to the country they may happen to be located in, I send you an account of the Buenos Ayres Foreign Amateur Racing Society's Autumn Meeting, and some remarks on the horses, and the mode of breaking and racing practised by the natives of the country.

The horse of Buenos Ayres has little or no care taken of him, except in and about the city. He is bred wild, and grows wild. Attached to every *estancia* are from 500 to 5000 of the horse breed, which roam over the *campo*, attached only to certain districts where they were born by instinct. The mares are scarcely ever used, and are left in their natural state—wild and untouched, except when they were lassoed to be branded. Thousands of these animals live and die without again being approached by man. The system of breaking in the horse is, when horses are required for the use of the *estancia* or for sale in town, a *yeguada*, or troop, is driven into a *corral* (a pen or stock-yard, formed of strong stakes). Certain colts or horses, usually of four to five years old, are selected, when two or more *gauchos* enter, one of whom throws his lasso round the neck of a colt, and another casts his round the legs, and, with a sudden jerk, while he is bounding round the *corral*, the snorting and sometimes screaming animal is thrown to the ground, occasionally with a leg broken, and, as frequently as not, lamed in the shoulder. He is then secured with lassoes until a thong is made fast round his under jaw, and reins attached. A *ricado* (the country saddle) is next put on his back; the *domador*, or horse-breaker, mounts, the lassoes are loosed, and the wild animal turned into the open *campo*, plunging in the most furious manner to rid himself of his rider: falling in this, he usually breaks into a gallop, and, when well tired, is brought back, unsaddled, and tied to a *paleque* (posts for the purpose), where he remains without food for twenty-four hours, and then again mounted; then tied up for another twenty-four hours, mounted again, and then collared to a tame mare, and turned out to feed. He is again brought up in a few days and undergoes the same course; after which he has to take his turn of work on the *estancia*. In a month or two the bit is substituted for the thong round the under jaw, and he is attached to the *tropilla* of tame horses. He is never cleaned; and, at most, if he has been rolling in the mud, sufficient space on his back is scraped with the back of the *gaucha's* long knife to admit the *ricado*. When he

has done his day's work, the *ricado* is taken off, the bridle slipped, and he is free to join the *tropilla* to which he is attached, and feed in the open *campo* till next required. The animals themselves are small—on the average, under 144 hands, though there are many which reach 15 hands 1 inch, and there are tolerably strong-boned animals among them. They are exceedingly enduring, frequently travelling thirty leagues per day without any other feeding than that they gather from the surface of the *campo*.

The proportion of fast horses is comparatively small, and they are usually found among those of about the average height, some of them being remarkably fleet in distances of from 300 to 800 yards, the general range of the country races. Those horses which run longer distances are fewer in number.

The style of racing among the natives is quite different from that of Europe. They never run more than two horses together, ride bare-backed, and rarely get away under ten to fifty false starts. They lay their horses close to each other, the legs of the riders touching, each rider seeking to gain some advantage. It is not considered a start till both riders strike their horses, which they will not do till each thinks his horse has put his "best leg foremost." This done, each rider endeavours to get his leg before the others, and so prevent his passing. They frequently kick each others horses with their heels in such a way as to impede the stride. Horses are occasionally brought to their knees by one of these kicks, which are given with extreme dexterity. The horses display extraordinary sagacity in their running, watching each other as closely as their respective riders do. They are trained to start on the instant, and pull up on the instant. They will then stand perfectly still, and, when turned, will walk back to the starting-post at the slowest possible pace; then again stand until turned and placed in contact, when they start with a bound, to be pulled up again within 50, 80, or 100 yards. I have known two whole days to be occupied with these *partidas* or false starts, before the horses have finally got away.

The usual feeding for horses in training for racing is about 20 lb. to 22 lb. of grain and bran *per diem*; say about 12 lb. to 14 lb. barley, 6 lb. of Indian corn bruised, and 5 lb. to 24 lb. bran, and a small quantity of green clover.

It was only about eighteen months ago that the foreign residents of this city turned their attention to the sport; and it was much feared by the proposers, that racing on English principles could not be carried out. An essay, however, was made with much success, so that a subscription was entered into, ground secured, and a permanent grand stand, calculated to accommodate about 1000 persons, half with seats, erected in a position commanding a complete view of the course. The course itself is a circular one of nearly a mile and a quarter. The circle extends to the brow of two hills, with a hollow crossing the course in the centre, so that the only level ground is the run home on the brow of one of the hills,

a distance of about 300 to 350 yards. The other portion of the course is divided into two decided slopes, and two very stiff hills of about equal lengths, forming an exceedingly trying course. I state this feature especially, that a fair estimate of the speed of our horses may be made by taking the nature of the ground and the weights into consideration.

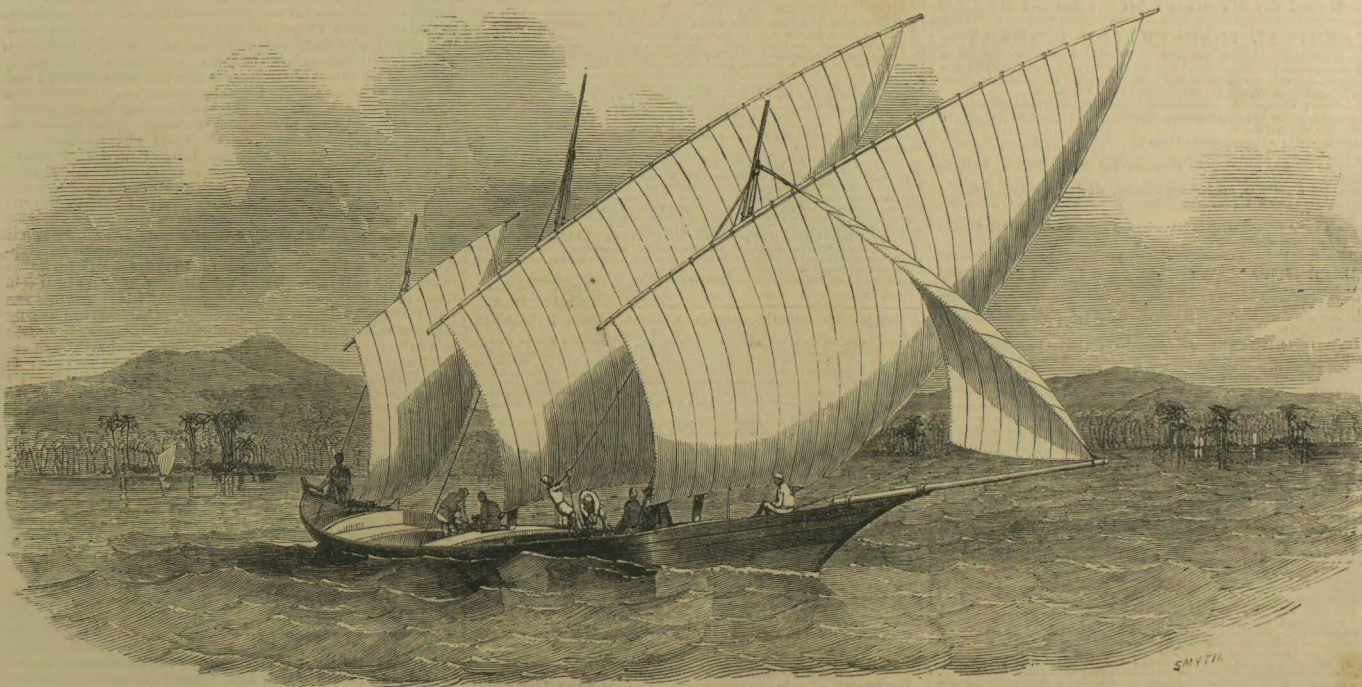
The meeting took place on the 25th of March, and was graced by the presence of his Excellency the Governor's popular daughter Donna Maurella Rosa, and all the beauty of Buenos Ayres. The day was magnificently fine, and the sport highly satisfactory, commencing at half-past twelve o'clock with—

The *Puizas*, value 1500 dols., added to a handicap sweepstakes of 100 dols. each, h. ft.; gentlemen riders. Once round and a distance (one mile, 2 furlongs, 25 yards). Nine horses entered.—Souter Johnny (11 st. 4 lb.), 1. Blue Bell (10 st. 12 lb.), 2. Betting even on Souter against the field. The horses got away well together at a good pace, Souter, Pegasus, and Blue Bell contesting the lead, until rising the hill at the back of the course, when Souter took up the running. He was never after headed, and won cleverly. Time, 3 min. 35 sec.

The *PLAT SPRINGS*, value 1800 dols., added to a sweepstakes of 100 dols., h. ft., for horses which never ran at any previous meeting of the society, was spiritedly won by Beeswing.

The *AMATEUR STAKES* of 100 dols. each, h. ft., with 1000 dols. added from the fund, was cleverly won by Chieftain.

The *BUENOS AYRES PLATE* of 2000 dols., added to a sweepstakes of 100 dols. each, h. ft., open to all horses; gentlemen riders. Once round and a distance (1 m. 2 fur. 25 y.). 11 horses entered.—Tam-o'-Shanter (13 st. 5 lb.), 1. Moonshine (10 st. 7 lb.), 2. This was the race of, perhaps, the greatest interest. The gallant old horse (some fifteen years old), Tam-o'-Shanter, the victor in five previous races on this course, and who has never yet met his match, was expected to be tackled this time by Moonshine (Ladron, a mere pony, was not even expected to make a show). It was well known that the old horse lost half his training time, owing to lameness. Both horses were tall, powerful-looking animals, and came to the scratch in good order. Betting closed at 4 and 5 to 1 on Tam. There was great excitement when the horses came on the ground; and when the starter's flag was lowered, and the three sprang away at a slashing pace, exactly abreast, it was excessive. At the turn, Moonshine showed half a length in advance, the old horse and the pony being together. In the hollow all three were together again, the pony being about a neck in advance at the commencement of the first hill; then all three together again. About half way round the pony began to give way, and the two cracks continued their course without the advantage of a head to either. Down the last hill, and up the last slope—and a stiff one it is—they went, and not a pin to choose. Moonshine then got a taste of the wh



PLEASURE-BOAT OF THE RAJAH OF JOHORE.—(SEE NEXT PAGE.)

The two great Sovereigns of Germany are driving as fast as possible to the precipices of revolution. By the sword they have reduced to obedience the populations who, on questions of constitutional government, or on the more irritating questions of race and nationality, revolted in 1848 against their authority; and by the sword they appear determined to maintain it. The concession which the King of Prussia and the Emperor of Austria made to the popular demand, in a moment of exaggerated consternation and of real peril, they have slowly withdrawn and denied: their several kingdoms are but vast camps; and Hungary and Lombardy as well as Austria Proper, are only prevented from revolt by the iron grip of a military despotism—as costly as it is oppressive; and as demoralizing as it is stringent. Intelligence is allowed no outlet—all the genius of Germany is cramped and repressed; and the world looks out for the inevitable detonation. Prussia is in a condition almost as perilous; although the King has not gone to the extreme length of the Emperor of Austria. The unteachable advisers of a juvenile—and, as the world will, we fear, have but too much reason to designate him, at no distant period a most unfortunate Monarch—have swept away the last shadow of the shred of popular freedom supposed to exist in that trodden country. By Imperial letters of the 26th of August, and by the circular despatch of Prince Schwartzberg of the same date—documents which cannot fail to become memorable in the future history of Germany—the people of Austria are contemptuously informed that the Emperor's Ministers are to be for the future exclusively responsible to the Emperor alone; and that the future Government of Austria—a country full of generous and well-educated youths, of able and ambitious teachers, and as fully informed in all great political questions as any country in Europe—is to be a pure and unmitigated despotism. The promised Constitution is revoked, and things are ordered to be as they were in the middle ages. Will things obey the mandate of the Emperor? It is deplorable to the impartial observers of events in this country—observers who have no sympathy with mobs and with mob leaders; with democratical or any other extreme opinions—to notice the infatuation of the principal persons to whose hands the destinies of Continental nations appear to be confided. A panic terror has deprived them of reason; and, discarding common sense and justice, they rest their whole hopes upon a system of coercion. Even the Emperor of Russia—their great ally, but, unfortunately, no their exemplar—is wiser and juster than they are. His system is not one of brute force, for he relies on the love of the people, accords privileges to towns and cities, and makes the abolition of serfdom a principle of Government, to be carried into effect with as much celerity as is consistent with safety. Manumission of serfs is a daily occurrence in Russia, but the Austrian system is to enslave and degrade. The inevitable consequence of that system is revolution. No man, whether King or beggar, can break faith with impunity; and, powerful as the two great Sovereigns of Germany may be, they cannot escape the natural consequences of their acts. Speedy revolution is one consequence; another, equally disastrous, is national bankruptcy leading to revolution by another route. The Austrian Government

GOLD IN AUSTRALIA.



ROAD OVER THE BLUE MOUNTAINS TO THE BATHURST DISTRICT.

an extract of a letter from an extensive landholder in the Bathurst district:—
 "We are all in the greatest excitement here, some from joy, some from despair, anticipating famine, disease, and death. I am glad to hear the military are coming up; we shall sadly want them. Went to the diggings, and in three hours got one ounce of gold in one bright lump. Carriage is so high I am afraid we shall not be able to get up supplies."

"Another letter received by a Sydney merchant states that rock salt has been discovered in the search for gold. A regular company is at work under the auspices of a member of council, whose daily operations average in their results a full ounce per man."

"The *Maitland Mercury* states that gold has been discovered in a tract of country situate between Summerhill on the south, and Dubbo on the north, and known as the Wellington district. The more authentic accounts warrant us in believing that one large piece of nine ounces, and two or three small pieces of several ounces weight, and some pounds of grain and dust, have already been found by the parties engaged in digging there."

"Three apprentices who ran away from Bathurst, returned in a few days with 17 ounces of gold, which sold for £51."

"Considerable quantities of gold and gold dust were waiting at Bathurst

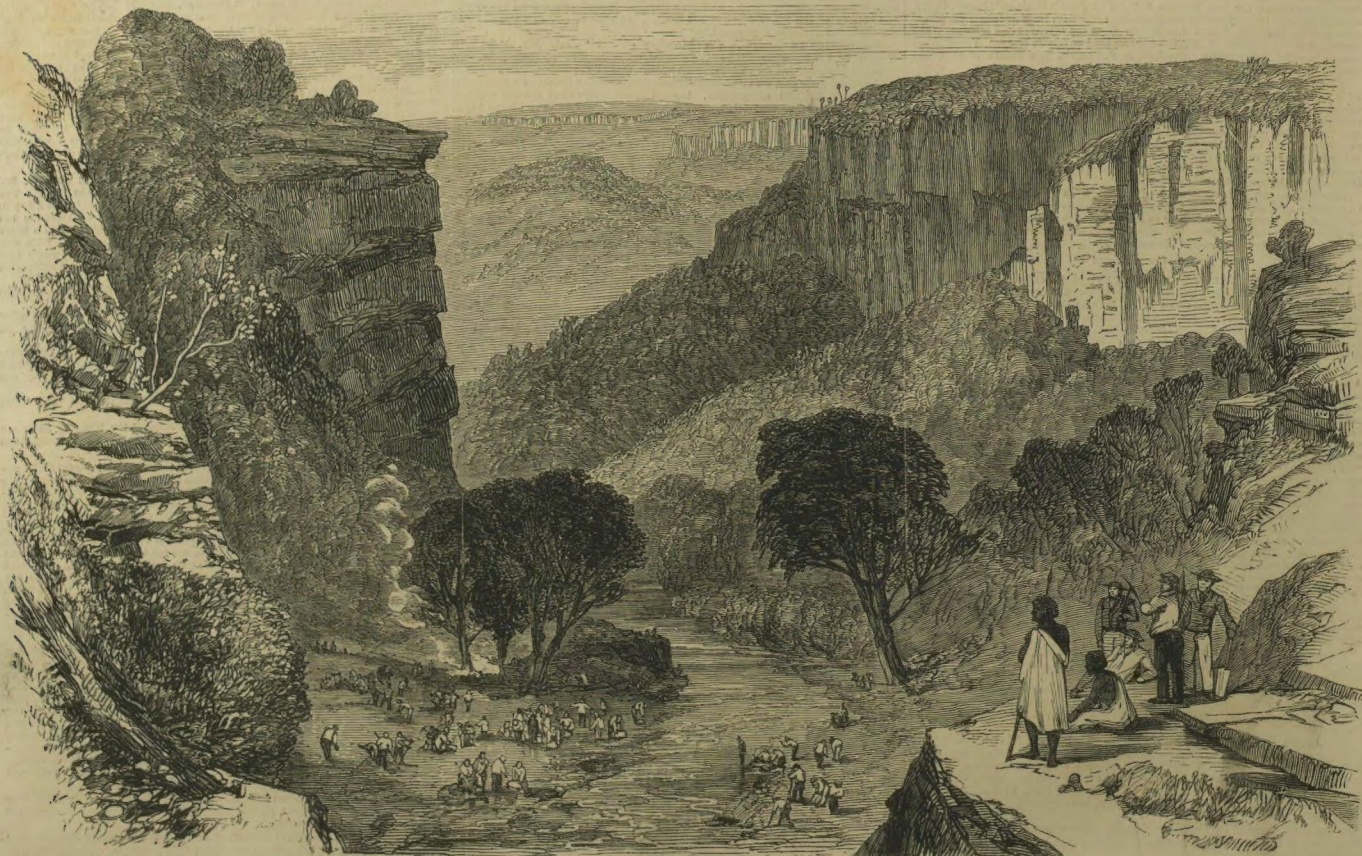
when the *Thomas Arbuthnot* left Sydney, until an escort should convey it to the latter place."

"The above-mentioned ship has a piece of gold on board weighing 4½ lb.; it is from Bathurst, and is intended to be placed in the Great Exhibition."

THE ILLUSTRATIONS.

The spot from which the first Sketch is taken is about sixty miles from Sydney, on the road passing over from the Blue Mountains to the Bathurst district. These mountains rise somewhat abruptly from the Emu Plains, near the little township of Penrith. Ascending Lapstone Hill, and passing the Pilgrims Inn, the traveller, after a twenty miles' ride over a road in most parts excellent, arrives at the little inn known as the Weather-board Hut. Up to this point the scenery is by no means interesting; but here he should leave his horse and the main road, and, passing the group of buildings on the left, used as a police station, find his way by the little stream which leads through the valley. The first mile of his ramble gives but faint promise of the treat in store for the

traveller; but now the valley turns suddenly to the right; its sides become precipitous; huge walls of mighty rocks rise, tier after tier, in the distance; the stream has lost its still and peaceful character, and now, leaping from stone to stone, it conducts to the brink of a fearful chasm, some thousand feet in depth, into which it plunges, and becomes a mere filmy vapour. This wild spot is a portion of Jamieson's Valley; the peculiar and striking character of which is seen to advantage at the spot from which the second View is taken, about eight miles to the westward of the Weather-board Hut. Passing Mount York and Mount Victoria, over a road which will ever be a monument to the skill and perseverance of Sir Thomas Mitchell, Surveyor-General of New South Wales, the highest point of the Blue Mountains is gained, and the descent into the plains of Bathurst commences. There, rocks, forests, and mountain streams form combinations of the grandest scenery, ever exciting the admiration of the lover of the picturesque; but at this time putting forth fresh claims of attraction to the world—for this is the gold district of Australia.



VIEW IN THE GOLD DISTRICT.—BATHURST.



LIEUT. COUCH. (MATE.)



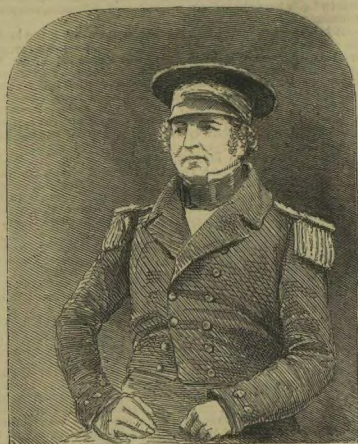
LIEUT. FAIRHOLME.



C. H. OSMER. (PURSER.)



LIEUT. DES VOEUX. (MATE.)



CAPTAIN CROZIER. ("TERROR.")



CAPTAIN SIR JOHN FRANKLIN, K.H.C.



COMMANDER FITZJAMES. (CAPTAIN. --"EREBUS.")



LIEUT. GRAHAM GORE, (COMMANDER.)



S. STANLEY. (SURGEON.)



LIEUT. H. T. D. LE VESCONTE.



LIEUT. E. O. SARGENT. (MATE.)



JAMES READ. (ICE-MASTER.)



H. D. S. GOODRIE. (ASSISTANT-SURGEON.)



COLLINS. (2ND MASTER.)

THE GREAT EXHIBITION.

Lord Palmerston has resolved to send out Commander Forbes, late of the *Bonetta*, on another mission to the King of Dahomey, with the view of securing his Majesty's co-operation in the suppression of the slave trade. Captain Forbes will proceed to the coast of Africa in the next mail packet to Sierra Leone, and during his mission the gallant officer is to be borne in the flag-ship *Penelope* as an additional commander.

THE LATE DUKE FERDINAND OF SAXE-COBURG.



DUKE FERDINAND GEORGE AUGUSTUS of SAXE-COBURG GOtha was the younger son of Francis, reigning Duke of Saxe-Coburg Gotha, was the brother of Ernest I., the succeeding reigning Duke, and was the uncle of Ernest II., the present reigning Duke. He was brother to the widow of the Grand Duke Constantine of Russia, to the Duchess of Kent, and to the King of the Belgians. He was uncle to her Majesty Queen Victoria, and to Prince Albert.

Duke Ferdinand George Augustus was born on the 28th of March, 1785. He was a military officer of distinction. He was a General of cavalry, and proprietor of the 8th Regiment of Hussars, in the service of Austria. The Duke married, on the 24, January, 1816, Maria Antonette Gabriella, daughter and sole heiress of the late Francis Joseph, Prince of Kohary. By this alliance, the seignory of Csabrag, the primitive seat of the Koharys, and the other lordships in Hungary and in Austria below the Rine, the possessions of the Kohary family, passed to Duke Ferdinand, and his residence was established at Vienna. The Duke had issue by the marriage two sons and a daughter. The eldest son is Ferdinand, present King of Portugal by his union with Queen Donna-Maria: the younger son, Prince Augustus, is the consort of the Princess Clementine, youngest daughter of the late King Louis Philippe. Duke Ferdinand's only daughter, the Princess Victoria, was married to Louis, Duke de Nemours, King Louis Philippe's second son. Duke Ferdinand, we regret to add, died on the 27th ult., in his 66th year.



THE LATE DUKE OF SAXE-COBURG AND GOTH. DRAWN BY BAUGNIET.

TOTAL LOSS OF THE "APOLLO," LONDON AND ROTTERDAM SCREW STEAMSHIP.

THE *Apollo* was an iron-built vessel; and in consequence of the rapidity and success of her trips, was deemed one of the finest "screw" that entered the Thames. She was between 500 and 600 tons burden, with engines of nearly 200-horse power, and was the joint property of the two companies. On Saturday forenoon, about 11 o'clock, she left Rotterdam for the Thames, with a heavy cargo of cattle and provisions. She had on board 17 passengers, amongst whom were three ladies. There were also five drovers, who had charge of the cattle; and her crew, including Mr. Smith, the master, the chief and second officers, engineers, &c., amounted to about 25, altogether on board numbering some 47 persons. Her live cargo consisted of about 160 head of cattle, and 800 or 900 sheep, and in the lower part of the hold was stowed a vast amount of provisions, butter, cheese, &c., the whole forming, as may be imagined, a very valuable freight. On the night setting in, the wind got up rather strong from the north-east. It was, however, favourable for the vessel's course, and she therefore had the advantage of both sail and screw. At midnight, when the watch was changed, the force of the wind had increased, with a very rough sea on. Onward, however, the *Apollo* went; and just before two o'clock in the morning, and whilst proceeding at the rate of twelve miles an hour, she struck on that formidable shoal to the Channel navigator known as the Kentish Knock, thirty or forty miles from the entrance of the Thames. About daybreak, a sloop connected with Dover observed the position of the *Apollo*, and having bore down, the passengers were taken on board, with such portions of their baggage as could be got at; and the sloop cruised about the spot, in order to rescue the master, Mr. Smith, and those who continued on board the wreck. The change of the tide altered the situation of the steamer;



THE LONDON AND ROTTERDAM SCREW STEAMER, "APOLLO."

and her front compartment being filled, it was quickly discovered that she was foundering. A rush was then made to the boat; and as the master and those who had continued with him were making for the sloop, the *Apollo* went down. This was between 7 and 8 A.M. The sloop then made for Dover, which she reached in the course of the evening, when the whole of those rescued from the *Apollo* were safely landed. Mr. Smith and his officers are represented to be very steady, careful navigators. The Dutch pilot was on board, but his duties were only confined to the difficulties of the Dutch coast; and it would seem that, on nearing or reaching the Thames, an English one is not generally employed until the vessel reaches Gravesend. The night is stated to have been exceedingly boisterous.

Since Tuesday last between 200 and 300 carcasses of sheep and lambs, part of the cargo of the *Apollo*, which were washed off the deck, have been picked up and brought into Ramsgate and Broadstairs. Many were waited on the sands near Ramsgate. On Monday evening several persons engaged to purchase carcasses at 1s. 6d each. The following day they were employed in skinning and cutting up the carcasses. The skin and feet found ready purchasers among the tallow-melters and leather-cutters of the neighbourhood. The meat was forwarded to London. On Tuesday about 100 skins of butts were recovered by the Margate,

Broadstairs, and Ramsgate boatmen, and disposed of.

ST. NICHOLAS CHURCH, ARUNDEL.

THE Church of St. Nicholas, at Arundel, always attractive in its antiquarian associations, has just derived additional interest from being the locus in *quo* the Duke of Norfolk, "having left the communion of the Church of Rome, the hereditary faith of the noble house of Howard, became a member of the Church of England." On Sunday week, the Duke and Duchess of Norfolk and Lady Adeline Howard, the Earl of Ellesmere and Lord Brackley, attended the morning service at St. Nicholas; and on Sunday last the Duke and Duchess of Norfolk and the Lady Adeline Howard, attending divine service, received the sacrament. The Rev. G. A. Frederick Hart, one of the Chaplains in Ordinary to the Queen, preached the sermon on both occasions.

The church is mostly built in the Perpendicular style, partly of flint and stone, in the form of a cross, from the intersection of which rises a low tower; the chancel has a north aisle, which contains several monuments of the former owners of Arundel Castle. The church belonged originally to a priory of Benedictines, subject to the Abbey of Seez, in Normandy; but this priory was suppressed in the reign of Richard II., and a chantry, or college, for a master and 12 secular canons, with other officers, was founded in its place.

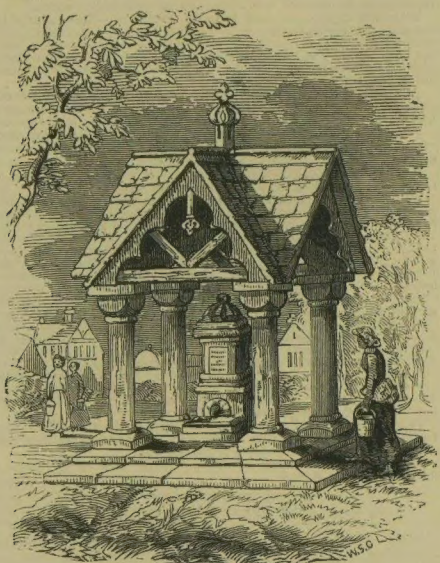


ST. NICHOLAS CHURCH, ARUNDEL.

NOOKS AND CORNERS OF OLD ENGLAND.

THE WELL ON OKLEY GREEN, SURREY.

ON the quiet village green of Okley, in Surrey, stands this interesting memorial of true charity and self-denial. It is the good work of a lady who was many years governess in the family of a neighbouring gentleman; and knowing that the villagers were in want of a supply of pure water, she devoted the savings of her life to the remedy of this deficiency by sinking a deep well, and erecting over it the elegant pump and canopy which we have figured. But not only to relieve their bodily wants did she thus strive, but laid by sufficient to build a commodious school for the village children, which now adorns this naturally beautiful spot.



THE WELL ON OKLEY GREEN.

The water from the well is most abundant, and of excellent quality; and its value to the cottagers is well apparent, for it is seldom that many minutes elapse but some of them are seen crossing the green with a vessel to draw from the crystal fount. In its usefulness, this humble memorial contrasts favourably with the monument on Leith Hill, which appears in the background (when standing on the south side of the well), proudly lifting its comparatively useless head. The canopy of the well is supported by four Norman pillars of stone, the woodwork of the roof being of oak; and on a metal plate in front of the pump is the following inscription:—“The benevolent bequest of Jane Scott, A.D. 1837.”

We have engraved this memorial as an example which we could wish to see more generally followed, and as an instance of what can be done even with the limited resources which a governess is generally supposed to have at her command. There are very many of our village greens, to which the formation of a like well and pump would be both an ornament and a blessing; for in numberless places the cottagers are obliged to resort for their sole supply of water to some unwholesome ditch or pond.



AUSTRALIAN EAGLES IN THE MENAGERIE OF THE ZOOLOGICAL SOCIETY, REGENT'S PARK.—(SEE NEXT PAGE.)



ANNIVERSARY FETE OF THE MORFE COTTAGE GARDEN SOCIETY, AT DUDMASTON, NEAR BRIDGNORTH, SALOP.—THE MANSION AND PART OF FLOWER-GARDEN.—(SEE NEXT PAGE.)

The Madrid journals of the 3rd inst. contain an account of the christening of the infant child of the Duke and Duchess of Montpensier in the Palace at Seville. The ceremony took place with great pomp, and the Cardinal Archbishop of Seville officiated. The Duke d'Anjou was godfather, and not fewer than twenty-six names were given to the Princess—amongst them were those of Maria Amelia. The Duke of Montpensier, as delegate of the Queen, subsequently invested the Royal child with the ribbon of the Order of Maria Louisa.

The Navy.—On the 30th inst, Master Barrington Sydney Campbell, Esq, Captain of the 1st (Highland) Regiment, aged 23.

